Wm. G. Irwin & Co

-LIMITED-

Offer for Sale:

REFINED SUGARS.

Onbe and Granulated.

PARAFINE PAINT CO.'S

Paints, Compounds and Building Papers.

PAINT OILS.

Lucol-Raw and Boiled. Linseed-Raw and Boiled.

INDURINE,

Water-proof cold-water Paint, inside and outside; in white and

FERTILIZERS

Alex. Cross & Sons' high-grade Scotch fertilizers, adapted for sugar cane and coffee. N. Ohlandt & Co.'s chemical Fertilizers and finely ground Bonemeal.

Reed's patent elastic sectional pipe

STEAM PIPE COVERING.

FILTER, PRESS CLOTHS, Linen and Jute.

EMENT, LIME & BRICKS

Agents For

W ESTERN SUGAR REFINING CO., San Francisco, Cal of 44,282 gross tons; square-rigged

BALDWIN LOCOMOTIVE WORKS, Philadelphia, Fenn., U. S. A.

NEWELL UNIVERSAL MILL CO., Manf. "National Cane Shredder" New York, U.S. A.

OHLANDT & CO.,

San Francisco, Cal.

RISDON IRON AND LOCOMOTIVE San Francisco, Cal

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Palolo Land and Improvement Co., Ltd.

ROOM 8, MODEL BLOCK, FORT ST

Office Hours-10 to 12 A. M.

A. F. COOKE, MANAGER

Offers for Sale or Lease

1. TRACTS of 25 to 100 ACRES of land in Palolo Valley for building, 'arming or stock raising.

2. BLOCKS of 16 BUILDING LOTS

- each 15000 square feet with streets all laid and lots cleared.
- 8. SINGLE BUILDING LOTS in the valley or on the hill sides, 75x200 and 100x150.
- 4. 5 AND 10 ACRE Lots of CLAY SOILS suitable for making bricks, sewer pipe, flower pots, fire clay, etc. J
- 5. oo0,000 TONS SHIP BALLAST BOCKS in quantities to suit, for sale in the quarry or delivered in town.
- 6. ROCK QUARRIES of building stone for sale or lease. A good opporannty for contractors and new buildang firms to work or own their own
- 7. Land suitable for SMALL FARM-ING, CHICKEN BANCHES, MOUN-TAIN HOMES, Etc., for sale or lease.
- 8. ROAD METAL, CRUSHED **BOCK** for concrete work for sale in quantities to suit, by the and or 100,-000 yards. Special rates for large
- 2. OPPORTUNITIES for contractors to put up 30 to 40 cottages for ren-

ALONG THE

the Harbor is Thinning Out.

BOOM IN AMERICAN SHIPBUILDING.

THE ANCIENTS HAD BIG WAVES AND MADE LONG TRIPS.

The Brig Irwin Safe in San Francisco-Tug Fearless Straightens New Hawser-Buoys Placed-Harbor Notes.

many on the way, some of them due the sugar trade. now. The next two or three months are liable to be a little dull, but the rush will begin again just previous to the opening of the sugar season.

BOOM IN SHIPBUILDING.

WASHINGTON, Sept. 1 .- Complete June 30, 1900, show that 1,446 vessels, of 393,168 gross tons, were built and documented in the United States. Since 1853 this record has been ex- A number of passengers were brought ceeded only twice-in 1864, when 415. for Honolulu and the through passen-740 gross tons were built, and in 1874.

when 432,735 gross tons were built. The construction may be classed as follows: Schooners, schooner barges and sloops, 489, of 109,605 gross tons; Great Lake steam vessels, 25, of 97,487 gross tons; canal boats and barges, 523, of 74,860 gross tons; ocean screw steamships, 20, of 60,369 gross tons, of which all but one, the Maracaibo, 1,771 gross tons, were built wholly or principally for trade reserved by law to American vessels; river steamers, 375

vessels, four of 6,205 gross tons. The steam vessels built-420, of 202. 498 gross tons-surpass the record, the nearest approach being 1891, when 488 steam vessels, of 185,037 gross tons, were built. The steel vessels built, of terday. 196,851 gross tons, exceeded the previlous record year, 1899, when 91 such docked at the coal wharf yesterday to vessels, of 131,379 gross tons, were discharge. built. Cleveland, O., ranks first as a lowed by Newport News, with seven steamships, of 28,202 gross tons; Chi-

cago, five vessels, 24,504 gross tops;

Detroit, four steamships, of 15,693 tons. The total tonnage built and documented on the Great Lakes during the year, 125 vessels, of 130,611 gross tons, is the largest in the history of that region. The total for the middle Atlantic and Gulf coasts, 605 vessels, of 135,473 tons, exceeded any record since Waimea and Kekaha, 1872. The total for the New England coast, 199 vessels, of 72,179 gross tons. has not been equaled since 1891, while the product of the Pacific coast, 300 struction in the Mississippi river and tributaries, 217 vessels, 15,490 tons, is

9,000 tons less than 1899. The foregoing figures do not cover yachts or government vessels.

THE IRWIN SAFE.

SAN FRANCISCO, Sept. 6 .- In spite of storm and fire, the brig W. G. Irwin is again safe in port, fifty-three days and seven days from Roche Harbor. A few days before sailing from the latter port for San Francisco the Irwin had a narrow escape from being burned in lime. Several hundred barrels of the material in her hold began to burn, and a large quantity of coal under deck also was threatened, but the fire was finally extinguished after days of hard work. The Irwin brings. besides lime and coal, a consignment of gold-bearing sand from Nome.

ANCIENT NAVIES. The expeditions of Alexander the Great opened up vast territories to the explorers and were instrumental in bringing the Eastern and Western hemispheres into commercial relationship. The fleet of Alexander fitted out for his expedition to the Indus consisted of about 1,000 vessels, of which thirty or forty were ships of war. This fleet started about the 1st of October B. C. 326. The death of Alexander left incomplete the schemes of commercial centers he had planned, and on that day he departed this life. Although beset by sickness, he continued to diof the fleet, but when the master spirit passed away the empire and the intended plans fell to pieces. The Romens were not sailors by choice, but found it necessary to carry on their commerce and warfare to some extent Capt. Geo. Lowrey, Mr. and Mrs.

The Vikings now came upon scene as most intrepid and daring milors. Their movements over the face of the waters, however, were more pl ratical than commercial. They appeared to have had vessels 100 fee ong, well made and skillfully put together. These vessels they managed with ability, as the speed with which they seemed to have sailed from shore to shore testified. William the Conqueror, to overcome the Danes, had a fleet of war vessels built, after which

nmerce again moved onward. The Crusade, with the large fleet of vessels taken by Richard to the Levan', served to give a great impetus to the sea-born trade of England and France, buildings are repted.

10. REAUTIFUL SUBURBAN in their traffic. The first shipping code was then established about the year 1200. The arrangement made in the reign of Henry the Third again started the convert tide of prosperity, and ship swaes and merchants relating to the first shipping code was then established about the year 1200. The arrangement made in the reign of Henry the Third again started the convert tide of prosperity, and this swaes and merchants relating to the first shipping code was then established about the year 1200. The arrangement made in the reign of Henry the Third again started the convert tide of prosperity, and this swaes and merchants relating to the first shipping code was then established about the year 1200. The arrangement made in the reign of Henry the Third again started the convert tide of prosperity, at \$ 3 m.

Class set Surprise, Graham, for Kanal and this swaes and merchants relating to the property of the p

joiced to carry on their business, while the people reaped the benefit in having | Hount Baker in a placed within their reach articles from across the seas, hitherto beyond them. Edward the Second helped forward the maritime progress of England to some extent. The fleet built and partly chartered by Henry the Fifth, 1,500 vessels, led to the subsequent claim of How the Shipping in England as having the dominion of the sea. The invention of the mariner's compass in the fourteenth century rendered future enterprise more certain. and then began the work of making the

BARK PFUEGER SOLD.

New York Marine Journal.

SAN FRANCISCO, Sept. 6 .- Deputy United States Marshal A. L. Farish vesterday sold the German bark J. C. Pflueger to satisfy judgments against her for salvage and repair work. Though she has been appraised at three different times by three different insurance boards of appraisers at \$5,000, she was sold to the John Rosenfeld's Sons Company for \$15,250. The bidding was very lively and the coal men were compelled to pay the high figure Not for a long time have there been to get the bark. Though some work has been done on her since she was damaged at sea, \$10,000 is still to be expended on her in converting the vesdeep water vessels here. There are sel into a barkentine, to be used in

THE CHINA.

The China, which arrived from San Francisco yesterday, brought several hundred tons of cargo for this port. She will not get away for the Orient until late this morning. Her steerage capacity will be taxed to its utmost. official returns for the fiscal year ended as many Chinese and Japanese are leaving here in her.

Aside from the antics of a crazy passenger, the trip here was uneventful. gers are many.

SHIPPING NOTES.

The Moana from the Colonies is due

The Mauna Loa will leave at 10 o'clock this morning. The Kilmory will sail for the Sound

tomorrow The steamer Kauai arrived from

Kanai vesterday The Pilot Chart of the North Pacific for September says:

*The schooner Golden Gate sailed last evening for Kahului. The tug Fearless was outside taking

the kinks out of a new hawser yes-The schooner William Olsen was

The bark Alden Besse reached San Francisco on the 5th, twenty-six days

The tug Eleu yesterday placed the turning buoys to be used in the yacht race on Saturday. The Wachusett, out a long time from

Newcastle for Kahuluf, has been reinsured at the rate of 35 per cent. The schooner Surprise sails at 5 o'clock this afternoon for Nawiliwili,

Koloa, Eleele, Hanapepe, Makaweli,

"In the western half of the ocean the trades will be fickle in both strength and direction. In Honolulu the average prevalence of the trades during September is twenty-six days. A regular interchange of land and sea breeze will be felt on the leeward side of the Hawaifan Islands, especially where the mountains raise to any great height."

PASSENGERS ARRIVED. From San Francisco, per P. M. S. China, Sept. 13.-Mr. and Mrs. F. A. Ballasseyus and two children, Wm. Burns, Miss M. Bache, Mr. and Mrs. W. R. Castle, Mr. and Mrs. C. J. Cooper, Mrs. A. M. Congdon, Miss F. Grossman, Mr. and Mrs. Du Roi, W. Finks Mr. and Mrs. C. Gilman, Miss E. Hoffman, Mr. and Mrs. J. Hind, C. L. Harling, Mrs. W. Haywood, two children and servant, S. W. Lewis, Mrs. F. W. Macfarlane, Miss C. H. Necke, L. T. Peck, Mr. and Mrs. T. Richards, Mrs. T. Sorenson, Miss E. D. Sorenson, Miss G. Barrett, Mrs. A. Cropp, Miss B. Castle, A. J. Coats, Miss M. A. Cloggett, G. Delling, Mr. and Mrs. John Ena, A. Fair, W. C. Gilman, Mr. and Mrs. C. J. Holt, J. H. Harrison, Miss H. V. Johnson, Mr. and Mrs. H. Morrison, W. Palache, G. Roenitz, O. L. Sorenson, Miss A. Sorenson, Miss H. N. Sorenson, Mr. and Mrs. A. M. Smith and two children. Mrs. P. L. Tople, Mrs. L. Wight, W. S. Withers, Mr. and Mrs. C. D. Vincent. two children and servant, Mrs. H. E. Winslow, F. B. Talbot, Miss E. Webner, Mr. and Mrs. W. J. Wilson Through for Yokohama: P. Haberland, J. S. Little, R. Makita, H. T. Safford, E. C. Register, H. K. Koch, Miss G. Little, G. J. Miller, A. L. Webster, Rev. and Mrs. C. S. Weaver. For Kobe: Rev. and Mrs. W. J. Callahan and two children, Rev. and Mrs. W. A. Davis and child, L. J. Hogue and four children, Mr. and Mrs. W. E. Towso J. E. Hail, J. H. Leonard, J. H. Wilso For Nagasaki: Mrs. C. H. Smith. F Shanghai: F. Denby, P. Meyer, L. Palen, J. H. Wilson. For Hongkon J. L. Davis C. E. Hoode, M. Liebe W. Miller, Mrs. W. Howell, J. P. Ke logg, R. Lensman, G. A. Marquis, J. Jense.

ARRIVALS.

P. M. S. S. China, Seabury, from S Stmr Kanai, Bruhn, from

DEPARTED.

Stmr Nosau, Wyman, for Labain Stmr Wataleale, Green, for Han manin and Makaweli at 4 p. m.

TO BAIL TODAY.

State of Eruption

Smoke and Sulphurous Fumes Are Bising From Crater of Washington's Highest Peak.

NEW WHATCOM, Wash., Sept. 1 .-That Mount Baker is a semi-active volcano and that smoke comes from its whole habitable globe a market place. crater is emphatically confirmed by a party of prominent men in this city. They were on the summit and at the crater of the mountain on August 21st The party was headed by Prof. F. W. Enly, professor of natural science in the State Normal School of this city, and Prof. Robert M. Vaile of the same institution

> The crater Mes between a small peak as seen to the right from Whatcom, and is the main dome of the mountai The whole space between the two acres in extent but the snow of ag has filled it up. In the crater, however there is a big, almost perfectly roun hole in the snow through which su phurous fumes are constantly risin The odor of sulphur near the crater at times almost overpowering, an crustations of sulphur may be see formed all around on the snow at the erater hole. Vapor or smoke risir from the crater the day the party w there was so heavy as to pass between the sun like a cloud and cast a shado on the snow. It, however, was not nearly so dense as on the day before the party started to climb. That day was clear and still and from Baker Lake smoke could be seen rolling up in great clouds from the crater. This was enough to convince the party of the activity of the crater.

There is no authentic account of a previous ascension of this mountain. although innumerable attempts have been made, and in one case it was claimed to have been successful.

CARNIVAL OF MURDER.

Private Letter Tells of the Bloody Work at Tientsin.

DENVER, Colo., Sept. 3.-Major S. K. Hooper of this city has received a letter from Lieutenant-Colonel C. A. gust 8th. Lieutenant-Colonel Coolidge led the Ninth infantry in its attack on the inner walls of Tientsin.

The letter gives an account of the fighting at Tientsin and continues: houses, but the French were entirely in the robbery business and robbed and E. B. Sutton, Am sp. Carver, San Franmurdered right and left. I believe the British were granted one day to loot, Enterprise, Am sch, San Francisco, but this was soon stopped, except by the French, who still continue the Aug. 26. work in their own quarter. The Amer- Florence, Am ican quarter has been very quiet and we guard it as best we can with our small garrison. The Chinese dead are all buried and the town is cleared up and peaceable.

There were 20,000 dead Chinese and probably one-third of the city was burned by shot and shell or incendiaries. On account of the crowded condition of the city it would be a good thing if one-half of it were destroyed.'

Otis to Succeed Wheeler.

Washington, Sept. 1. - [Special dispatch.] Army officers in Washington expect President McKinley to select Gen, E. S. Otis formerly Governor General of the Philippines, for commander of the Department of the Lakes, to succeed Gen. Joseph Wheeler, who will go on the retired list Monday. Mr. McKinley tells his friends that he appreciates the work performed by Gen. Otis in the Philippines, and feels that he is entitled to a proper reward. His selection as commander of the Department of the Lakes would give him distinguished service.

Torpedo Boats Collide.

New York, Sept. 6.-The torpedo boat Dahlgren while backing out of her slip yesterday, collided with the torpedo boat Gwyn, according to a dispatch to the Times from Newport, R. I. The Gwyn was so much damaged that it will be necessary to send her to the Brooklyn navy yard for repairs, which may cost several thousand dollars. It is said the Dahlgren's reversing

gear failed to work when it should

McDonald Their Choice. Winnipeg, Manitoba, Sept. 6.-The Conservatives of Southern Alberta have passed a resolution asking Hugh John Macdonald, the Premier, to enter Dominion politics with a view to assuming the Conservative leadership on the retirement of Sir Charles Tup-

HONOLULU STOCK EXCHANGE.

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DIAMOND HEAD SIGNAL STA-TION, Sept. 13th. - Weather clear; wind fresh, east.

MOVEMENTS OF STRAMERS. Steamers due and to sall today and

IRRIVE.	
From.	Due.
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VESSELS IN PORT.

ARMY AND NAVY.

U. S. S. Iroquois, Pond, Midway Island Aug. 5.

MERCHANTMEN.

[Coasters not included.]

Archer, Am bk, Calhoun, San Francisco, Aug. 28. Alice Cooke, Penhollow, Blakley, Aug. 24. Lumber to L. & C. Albert, Am bk Griffiths, San Francis

co, Aug. 10. H. Hackfeld & Co. Andrew Welch, Am. bk, Drew, San Francisco, Aug. 14. C. Brewer & Co. Coolidge, dated Tientsin, China. Au. Ceylon, Am bk, Willer, Laysan Island. Sept 7. Challenger, Am sh, Gould, New York, Sept. I.

C. D. Bryant, Am bk, Colley, San Francisco, Aug. 30. 'The Japanese looted the Chinese Dunreggan, Br bk, Dixon, London, Aug. s. Haw, Fert. Co.

sh, Ryder, Ta

F. S. Redfield, Am sch, Jorgensen Port Gamble, Aug. 18. Allen & Rob-

invincible, Am sh, McKenzie, Newcas tle, Aug. 24. Coal to order. M. Weatherwax, Am sch, Sorenson Eureka, Aug. 31. John Currier, Am sh, Murchison, Ta

coma, Aug. 28. J. B. Brown, Am sh. Knight, New castle, Aug. 14. Coal to order. Kilmory, Br sh. Corrance, Liverpool Aug. 7. H. Hackfeld & Co., Ltd. hiladelphia, Ger sh, Wachter, Giestermunde Germany, Aug. 4. H.

R. P. Richet, Am bk, McPhail, San Francisco, Sept. 12. Sebastian Bach, Br bk, Nagasaki, Feb ruary 17.

S. C. Allen, Johnson, San Francisco September 3. Standard, Am sh, Getchell, Tacoma Aug. 18. O. R. & L. Co. Wm. Oisen, Am sch, Hurtbmon, Wello-

VESSELS EXPECTED.

pa Harbor, Sept. 12.

Henry Failing, Am sh. New York A. J. Fuller, Am sh. Nagasaki Hayden Brown, Am bk. Newcastle John C. Potter, Am sh. Newcastle Euterpe, Haw, sh. Newcastle Star of Russia, Haw sh. Newcastle Wachusett, Am sh. Newcastle Perseverance, Br sh. Newcastle Abby Palmer, Am bk. Newcastle King Cyrus, Am sch. Newcastle King Cyrus, Am sch. Newcastle Yosemite, Am sh. Newcastle Columbia, Am sch. Newcastle Prince Albert, Nor. sh. Newcastle Prince Victor, Nor. sh. Newcastle Clan Macpherson, Br sh. Newcastle Clan Macpherson, Br sh. Newcastle Fantasi, Nor bk. Newcastle
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James Nesmith, Am sh Newcastle
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CHAMBERLAIN'S COUGH REMEDY A GREAT FAVORITE.

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